



REF 2011-01

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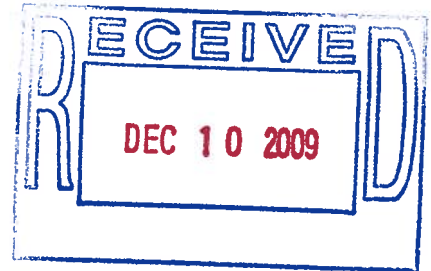
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Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510-1679
Telephone (757) 683-8000
Fax (757) 683-8500

Jerry A. Bridges
Executive Director

December 8, 2009



Charles M. Badger, Director
Virginia Department of Rail and Public Transportation
1313 East Main Street, Suite 300
Richmond, VA 23219

RE: Rail Enhancement Funding Application
Norfolk Portsmouth Belt Line Railroad Yard Reconstruction

Dear Charles,

Please accept the enclosed Rail Enhancement Funding application package submitted on behalf of the Virginia Port Authority (VPA). This application seeks funding for engineering design, and construction services for the Norfolk Portsmouth Belt Line (NPBL) Railroad Yard Reconstruction project.

The Norfolk Portsmouth Belt Line (NPBL) Railroad Yard Reconstruction project will enable Norfolk International Terminals (NIT) to expand its train assembly and movement capacity, improve port railroad access and routing, and increase NIT's operating efficiency. Acquisition and repairs of the rail yard will ensure Norfolk International Terminals has continued access and use of the 33.5 acre rail yard, providing it with a total of approximately 8,500 track feet for use in staging and assembling trains. The property is currently owned by the Norfolk Portsmouth Belt Line Railway Company.

VPA's acquisition and repair of the NPBL property capitalizes on the Virginia Department of Transportation's (VDOT) \$38.3 million project to construct a bridged underpass to eliminate the at-grade rail crossing located on Hampton Blvd near Greenbrier Ave. The elimination of the existing rail - traffic interference provides the opportunity to increase rail flow to and from the terminal which has thus far been limited in part by imposed restrictions on when and how often traffic can be interrupted by rail operations. The existing rail facilities, including the NPBL property in its present condition, are a limiting factor to increasing rail traffic. Repairing the NPBL property is therefore a necessary step to achieving the desired increase in rail traffic while making full use of the Greenbrier grade separation project. Funding of the NPBL project at this time will allow the rail yard reconstruction process to occur simultaneously with the scheduled construction of the bridged underpass, so that both projects come to full operational use immediately upon their completion.

December 8, 2009

RE: Rail Enhancement Funding Application

Norfolk Portsmouth Belt Line Railroad Yard Reconstruction

Page 2

Container traffic at the Port of Virginia is projected to increase at an annual rate of approximately 4.5%. The NPBL project will play a key role in the Port's overall strategy of increasing the annual volume of containers moved by rail and reducing the number of trucks on our highways. It will also provide the capability to assemble 6,000 foot long trains.

The additional rail trackage acquired and made usable through the NPBL Railroad Yard Reconstruction project will ensure train staging and assembly capacity meets increased container terminal throughput requirements. This additional capacity will maximize the benefit of the Hampton Blvd – Greenbrier underpass project by decreasing local and regional traffic congestion, and increase the Port's competitiveness while supporting the overall goals of both VTrans2035 and the Virginia State Rail Plan.

The Virginia Port Authority will provide their portion of matching funds for this project by purchasing the property for \$5,200,000, and the purchase amount will be provided through terminal revenue funds from Virginia International Terminals (VIT) operations. The VPA plans to acquire the property and award design by October 2009, and award construction by January 2010. We anticipate construction to be complete by January 2011. The requested Rail Enhancement Funding amount of this application is \$3,400,000.

Please let us know if any additional information is needed, or if a briefing would facilitate a better understanding of the NPBL Railroad Yard Reconstruction project, and the importance of this Grant application to its ultimate success.

Sincerely,



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

enclosures



**Rail Enhancement Fund
Project Application Form**

Internal Use

DRPT Tracking #

Date: 08 Dec 2009

A. Name of Applicant (Name and Address)

Virginia Port Authority
600 World Trade Center
Norfolk, VA 23510

Applicant type:

- ☐ Passenger Railroad
☐ Freight Railroad
☐ Locality
☐ Business
☒ Other Regional Agency

B. Contact Information:

Responsible Person/Title: Jeff Florin/Deputy Executive Director, Operations, COO

Telephone: 757-683-2150 Fax: 757-683-2151 Email: jflorin@portofvirginia.com

Project Manager/Title: Kevin Abt/Chief Engineer

Telephone: 757-683-2139 Fax: 757-683-2151 Email: kabt@portofvirginia.com

C. Project Title: Norfolk Portsmouth Beltline Railroad Yard Reconstruction

D. Project Location: (City/County, Rail line, Railroad Mile Post, attach map)

Norfolk International Terminals
7737 Hampton Blvd.
Norfolk, VA 23505

E. Owner of Property/Right-of-Way/Facility/Personal Property:

Virginia Port Authority (acquisition of property, easements, and right of ways)

F. Responsible Party for Continuous Maintenance of Project:

Virginia Port Authority

Norfolk Portsmouth Beltline Railroad Yard Reconstruction

G. Project Information:

1) Description of Project:

The project involves the design and repair/upgrade of the Norfolk Portsmouth Belt Line freight rail yard, rail infrastructure, and associated railroad track. The property is located on the east side of Hampton Boulevard in the northwest section of the City of Norfolk, Virginia. The property is bordered by Naval Station Norfolk and other commercial properties and located directly across Hampton Boulevard from the Norfolk International Terminals (NIT) (see Figure 1). The property is roughly rectangular in shape, ranging from 100 to 300 ft in width, and runs east-west about 6000 ft from Hampton Boulevard towards I-564 where it terminates at a railroad junction switch owned by Norfolk Southern Railroad.

Repairs and upgrades to the property will consist of replacement of the existing railroad track infrastructure, including track, switches, ties, stone ballast and expansion of supporting utility infrastructure systems.

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009



Figure 1: NIT and Surrounding Norfolk Area

Norfolk Portsmouth Beltline Railroad Yard Reconstruction

2) Project Objective:

Over the past 10 years, the total volume of container traffic at VPA terminals has increased at an average annual rate of 5.4%. In CY 2008, approximately 2.1 million twenty-foot equivalent units (TEUs) were handled by the Port. With the scheduled opening of the Heartland Corridor in early 2010, the recent clearance of the CSX double stack line to Atlanta, and the planned addition of the Third Lock in the Panama Canal by 2015, this trend is expected to continue and grow at a long term average annual rate of at least 4.5% (based on separate analyses by the Virginia Transportation Research Council and Global Insight). To meet the increased volume of container traffic, the Port has developed a multi-faceted strategy to increase the capacity and efficiency of its terminals. This includes replacing obsolete and aged infrastructure through a series of projects that will increase the number of ship berths, expand the container yards, and increase rail capacity.

The Port of Virginia moves a higher percentage of containers by rail than any other East coast port. Rail volume over the last five years has increased at an average annual rate of 14.8% and remains the fastest growing sector of the Port's growth. As the only VPA terminal with adequate "on-dock" rail service, NIT handles the vast majority of the intermodal container traffic.

The **Norfolk Portsmouth Belt Line (NPBL) Railroad Yard Reconstruction** project will enable NIT to expand its train assembly and movement capacity, improve port railroad access and routing, and increase operating efficiency.

VPA's acquisition and repair of the NPBL property capitalizes on the Virginia Department of Transportation's (VDOT) \$38.3 million project to construct a bridged underpass to eliminate the at-grade rail crossing located on Hampton Blvd near Greenbrier Ave. The elimination of the existing rail – traffic interference provides the opportunity to improve rail movements to and from the terminal which have thus far been limited in part by imposed restrictions on when and how often traffic could be interrupted by rail operations. The existing NPBL property rail facilities are also a limiting factor to increasing rail traffic. Acquiring and repairing the NPBL property is therefore a necessary step to achieving the desired increase in rail traffic. Funding of the NPBL project at this time will allow the yard reconstruction to occur simultaneously with the scheduled construction of the Hampton-Greenbrier bridged underpass, so that both projects come to full operational use immediately upon completion.

The NPBL project will play a key role in the NIT overall strategy of increasing the annual volume of containers moved by rail. As this volume builds, the number of incoming and outgoing trains will increase from the current 6-7 per day to 9-10 per day. This will require increased efficiency of staging, assembly and movement of trains to the Norfolk Southern main lines. Railcars with loaded containers are staged in segments up to 2,000 ft, and trains are assembled up to 6,000 ft. Due to real property constraints, NIT lacks uninterrupted track length to assemble a 6,000 ft train. The NPBL property has a rail yard with the capacity to accommodate three additional 2,000 ft train segments for rapid assembly of additional trains. This additional rail capacity will facilitate a much more efficient movement of cargo by rail and decrease container movements by truck, thus decreasing traffic congestion on local and state highways.

Norfolk Portsmouth Beltline Railroad Yard Reconstruction

Current NIT rail operations result in an average of 16 interruptions per day of vehicle traffic flow on Hampton Blvd at the Terminal Blvd at-grade rail crossing, due to outbound trains, as well as train assembly and staging operations. Over 36,000 vehicles per day travel along this major access route to the U.S. Navy's largest naval base. NIT operating efficiency is hampered by rail crossing restrictions which occur three times per day totaling 5-1/2 hours during periods of high traffic volume on Hampton Blvd.

Increasing rail volume without expanding into the NPBL property will increase the number of traffic interruptions by a minimum of 18 crossings per day along Terminal Blvd, significantly increase the congestion along this major thoroughfare, and be unacceptable to other stakeholders. The additional rail footage made usable through the NPBL Railroad Yard Reconstruction project will allow train staging and assembly operations to be performed away from the Hampton/Terminal Blvd crossing and support increased rail traffic generated by NIT. The additional NPBL capacity will maximize the benefit of the Hampton Blvd – Greenbrier underpass project by not only eliminating interference at that crossing, but significantly decreasing interference and traffic congestion at the Hampton/Terminal Blvd crossing as well. This also increases the Port's competitiveness and supports several VTrans2035 and Virginia State Rail Plan goals, including improved system capacity, safer rail crossings, reduced traffic congestion, and increased use of rail to transport goods.

3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:

The following additional projects (Figure 2), funded by the Virginia Port Authority (VPA) largely through Virginia International Terminals (VIT) terminal operations revenue, are related to NIT terminal and rail service expansion, and are in various stages of planning, design, or construction:

- 1. NIT Central Rail Yard Expansion.** This project, a two-phase rail yard expansion project to be completed over a four year period, will facilitate NIT increasing the annual volume of containers carried by rail. The project, which will expand the Terminal's rail to a total capacity of approximately 92,000 track feet, includes construction of an additional 24,000 feet of railroad track, heavy-duty pavement in the rail yard area, container handling areas, and associated civil site utility and electrical infrastructure. Approximate construction cost: \$40 million. Phase 1 of the project is complete.
- 2. NIT South Renovation.** This project entails the complete renovation of the south container yard of Norfolk International Terminals. The entire project area comprises approximately 150 acres and is being completed in stages so as not to interfere with cargo operations. Work began in 2002, includes renovation of the entire container yard, construction of a 4230 ft wharf, installation of eight Suez-Class cranes, purchase of 70 straddle carriers, as well as utility upgrades and pavement improvements. Approximate construction cost: \$280 million.
- 3. NIT North Wharf Extension.** This project includes extending the existing wharf approximately 900 feet, dredging of the adjacent access channel and berth area, site civil work behind the wharf structure, and associated utility work. The project also includes the

Norfolk Portsmouth Beltline Railroad Yard Reconstruction

procurement of three container cranes similar to those at the south end of the NIT North Wharf. Approximate construction cost: \$57 million. The project was completed in 2009.

4. NIT Shuttle Carrier Road. This project includes the construction of approximately 3,000 linear feet of heavy duty shuttle carrier pavement along Bulkhead Avenue from Third Street to Lagoon Avenue. Construction activities include erosion and sediment control, site demolition, earthwork, drainage, water distribution, asphalt pavement, concrete pavement, waterfront structural improvements, rail crossings, site lighting, electrical duct bank, utilities, traffic control, construction phasing, and tie-in with existing waterfront features, drainage lines and rail yard facilities. Approximate construction cost: \$8 million. The project was completed in 2009.

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

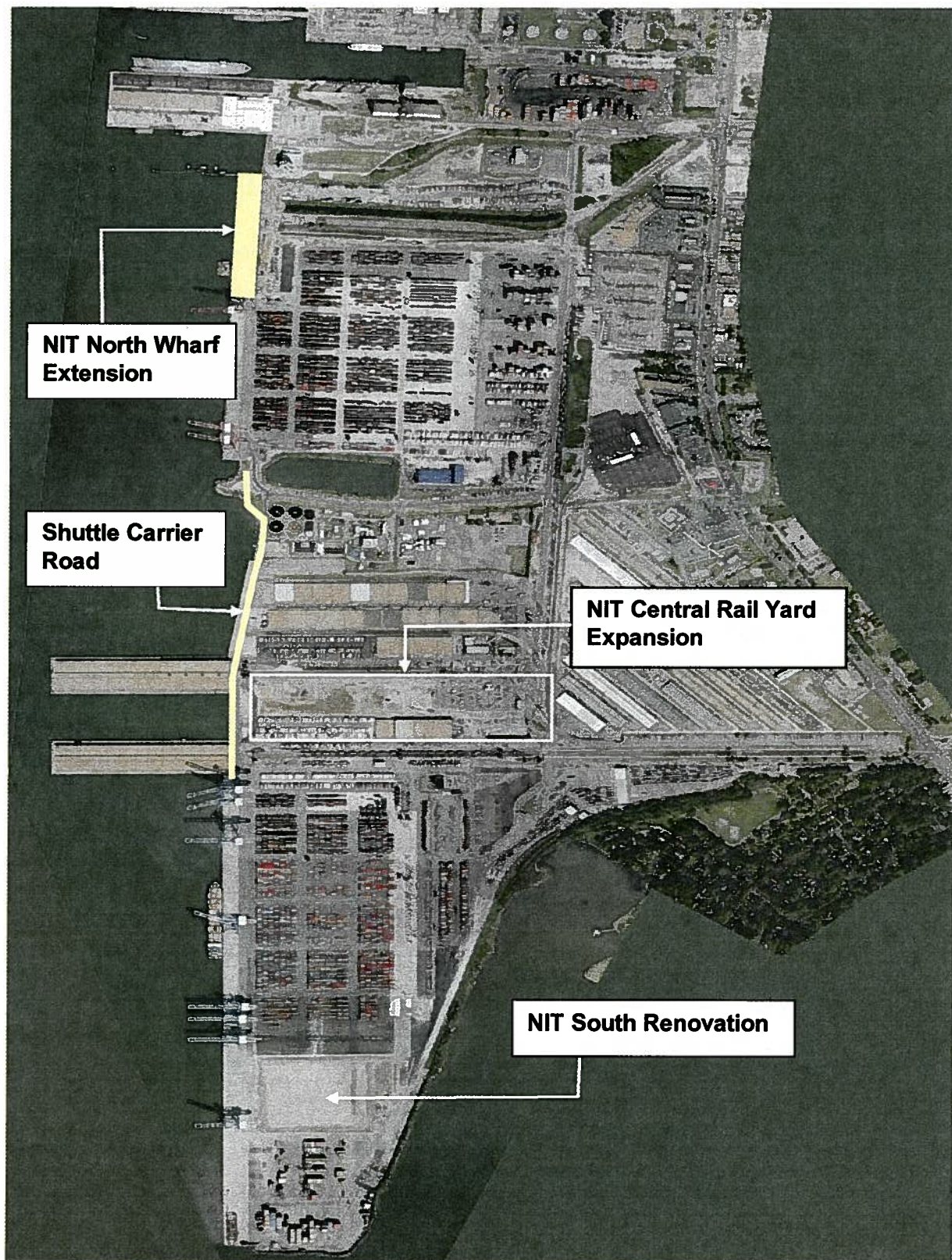


Figure 2: Norfolk International Terminals

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

4) Describe the Public Benefit of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A)

The benefits of the NPBL Yard Reconstruction project include:

- a. Reduced congestion at the Hampton/Terminal Blvd at-grade crossing. Over 36,000 vehicles per day are affected by the operations at the Hampton/Terminal Blvd crossing.
- b. Enhancing Port effectiveness and competitiveness through improvements to on-terminal train staging, movement and assembly of full length trains.
- c. Maximizing the benefit of the Commonwealth's investment in the \$38.3 million Hampton Blvd – Greenbrier underpass project.
- d. Increased rail use over truck hauling by expanding the terminal's rail capacity.

The project also supports the following Virginia State Rail Plan goals:

- a. Promote safety and security by *reducing the frequency of crossings at the Hampton/Terminal Blvd at-grade crossing.*
- b. Improve system capacity, reliability and speed by *facilitating increased container throughput at NIT via rail and mitigating highway congestion.*
- c. Improve intermodalism, connectivity and mobility by *increasing the rail share of intermodal traffic at NIT.*
- d. Improve Virginia's economic competitiveness and quality of life *reducing congestion on roads, and reducing air pollution.*
- e. Support Virginia DRPT Public-Private partnership efforts and program delivery by *ensuring the project provides an excellent return on investment in terms of enhanced productivity, air quality improvement and reduced congestion.*

5) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

H. Type of Project:

- 1) ☐ New Construction ☒ Rehabilitation ☐ Study
- 2) ☒ Rail Infrastructure ☐ Rail Facility/Station
 ☐ Equipment/Rolling Stock ☐ Signals/Communication Equipment
- 3) Other _____

I. Application Scope of Work Covers:

☒ Entire Project ☐ A Phase of a Multi-Phase Project ☐ Completion Phase

J. Project Budget Summary:

Preliminary Service, Engineering, or Feasibility Study	\$ 125,000
Environmental Evaluation	N/A
Design Engineering	125,000
Right of Way Acquisition	5,200,000
Construction	3,000,000
Construction Management	150,000
Lease/Acquisition of Equipment	N/A
Public Involvement (if applicable)	N/A
Other _____	N/A
 Subtotal Project Budget	 \$ 8,600,000
 Total Project Budget	 \$ 8,600,000

K. Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

L. Rail Enhancement Funds Requested in this Application: \$3,400,000
Maximum 70% of Total Project Budget. Do not include any previous allocations or future phases.

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

M. Local Match Required by Applicant: \$5,200,000
At least a minimum 30% of Total Project Budget

If Overmatch, Provide Percentage 60.5%

1) Match Breakdown by Source (Including any in-kind match)

- a. Provider of Local Match Virginia International Terminals
- b. Status (confirmed/anticipated) Confirmed
- c. Attach justification for value of in-kind match.

2) Other Funding Sources Beyond Match Requirement

- a. Provider of Overmatch Virginia International Terminals
- b. Status (confirmed/anticipated) Confirmed

N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.

Design should begin in April 2010. Reconstruction work will commence in late 2010 and take 12 months to complete.

O. Statement of how this project promotes or does not preclude dual/multi-access use.

All rail lines will have access to the NIT Central Rail Yard, although the main line to NIT is owned by Norfolk Southern. Other rail lines have to pay a switching fee to Norfolk Southern in order to use the main line. CSX recently obtained double stack clearance to Atlanta, and has requested access to NIT via Norfolk Southern. This project will facilitate the simultaneous assembly of full length trains for multiple carriers.

P. List additional users of rail line, facility, and/or equipment.

Norfolk Southern Railroad, NPBL

Q. Identify any possible environmental or other issues/concerns within the scope of this project.

A Phase I environmental site assessment was completed in April, 2005. Per the report, the project will have minimal, if any, long term negative effects on the natural and physical

Norfolk Portsmouth Beltline Railroad Yard Reconstruction

resources at NIT. There will be no permanent negative impact on air or water quality, and the project will not consume any significant areas of land, water, or aquatic habitats.

Required Attachments:

Application is not complete without items 1-6 completed by the Applicant and submitted with the Application. Items 1-4 can be found on the DRPT website:

<http://www.drpt.virginia.gov/projects/ref.aspx>

- 1. Attachment A - Project Data Information Form (Provided)**
- 2. Attachment B - Application Checklist (Provided)**
- 3. Data Request Form (Provided electronically in Excel)**
- 4. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D)**
- 5. Certification of Match/% of Match/Documentation of Source of Match Including Defined Match Source (To be provided by Applicant)**
- 6. Certification of Additive Investment (To be provided by Applicant)**
- 7. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.**
- 8. Statement from the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner)**

Application and Attachment Certification

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

Authorized Signature and Title:



Date: 12-8-09

Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009



**Rail Enhancement Fund
Project Application
Completed Application Submission Information**

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009



**Rail Enhancement Fund
Project Application**

Internal Use

DRPT Tracking #

**Attachment A
Project Data Information Form**

Date: 08 Dec 2009

Name of Applicant and Project

Virginia Port Authority – Norfolk Portsmouth Beltline Railroad Yard Reconstruction

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:

Project Cost and Construction Period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine the public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

Attachment A
Form A1 – Project Cost and Construction Period

Year	Total Project COST	Total DRPT COST
2010	\$7,720,220	\$3,052,180
2011	\$ 879,780	\$ 347,820
Total	\$8,600,000	\$3,400,000

Notes:

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

Attachment A
Form A2 – Freight Service

Demand Characteristics	CATEGORY	UNITS	VALUE
	Steady state demand – diversion of freight to rail (from trucks)	Carloads/Year	243,100
	First year of diversion	Carloads/Year	192,580
	Number of years until steady state	Number of Years	4

Project Impact on Travel Distance	CATEGORY	UNITS	VALUE
	Rail miles in Virginia (Existing routing before project)	Miles	7.01
	Rail miles in Virginia (routing after project completion)	Miles	8.53
	Number of years until steady state	Years	4

Conversions	CATEGORY	UNITS	VALUE
	Railcars per Train	Railcars/Trains	100
	Rail tons per Railcar	Tons/Railcar	30.92
	Trucks per Railcar	Trucks/Railcar	4

Other	CATEGORY	UNITS	VALUE
	Change in Daily Delay for Freight Trains	Railcars/Trains	Not Applicable
	Reduction in Number of Rail At-Grade Crossings	Tons/Railcar	Not Applicable

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Attachment A
Form A5 – Demand Characteristics for 15-Year Performance Period

Performance Year	Performance Value*
1	192,580
2	205,210
3	217,840
4	230,470
5	243,100
6	243,100
7	243,100
8	243,100
9	243,100
10	243,100
14	243,100
12	243,100
13	243,100
14	243,100
15	243,100
Total	3,520,200

* For Freight Service Projects – car loads or containers per year
For Inter-City / Amtrak Passenger Projects – passengers per year
For Commuter / VRE Passenger Projects – passengers per year

Rail Enhancement Fund
Project Application Form

8 December 2009

Norfolk Portsmouth Beltline Railroad Yard Reconstruction



**Rail Enhancement Fund
Project Application Checklist
Attachment B**

Internal Use

DRPT Tracking #

Date: 08 Dec 2009

Name of Applicant and Project:

Virginia Port Authority

Norfolk Portsmouth Beltline Railroad Yard Reconstruction

Checklist for Application

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ Yes ☐ No

2. Project is an Additive Investment to Virginia.

☒ Yes ☐ No

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ Yes ☐ No

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☒ Yes ☐ No

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☒ Yes ☐ No

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ Yes ☐ No

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

DRPT

DATA REQUEST FORM

Select Service Type for Requested Project **Freight** -- Start Here

Application Status **COMPLETE!**

PLEASE FIRST SELECT THE SERVICE TYPE FOR THIS PROJECT, THEN FILL IN DATA FOR ALL THE VARIABLES IN THE YELLOW BOXES, CHECK THAT THE APPLICATION STATUS READS "COMPLETE" TO MAKE SURE YOU'VE FILLED OUT ALL NECESSARY INFORMATION.

A. Freight Service and Infrastructure		Units	Value	Additional Instructions
1	Current Level of Service	Railcars	179,950.00	Enter the number of railcars hauled on the line associated with the project, for the previous year.
2	Service mileage - Total (existing)	Miles	7.01	Enter the average service miles before and after the completion of this project. Total service mileage would be greater than "Virginia only" if the track continues out-of-state.
3	Service mileage - Virginia (existing)	Miles	7.01	
4	Service mileage - Virginia (after project)	Miles	8.53	
5	Current annual tons of rail shipments	Tons	-	Enter the most recent completed annual figures.
6	Rail cars per train	Railcars / Train	100.00	Enter the average amount of rail cars per train.
7	Rail tons per railcar	Tons / Unit	30.92	Enter the average amount of rail tons per railcar.
8	Change in daily delay for freight trains		-	Enter the deduction in delay time upon project completion in hours per day, per freight train. Enter as positive.
9	Reduction in number of rail crossings	Number of crossings	-	If applicable, enter the number of street/rail crossings eliminated due to project completion.
10	Truck trip length	Miles	-	Enter the distance cargo would have to (or currently) travel(s) by truck. Distance should be comparable to the Virginia only miles shown in item 4.

B. Passenger Service and Infrastructure		Units	Value	Additional Instructions

C. Cost Estimate		Year	Total Cost	DRPT Cost	Year	Total Cost	DRPT Cost
<p>* Please read the following before filling out "Cost Estimate". Enter the dollar amount of the total project cost estimate to complete the entire project under the column labeled "Total Cost" in the corresponding year. Total Cost estimates should include all the costs associated with the project, not solely the phase or portion of the project requesting DRPT funding. Insert the dollar amount of the funding requested by DRPT under "DRPT Cost."</p> <p>Total Cost \$ 8,600,000.00</p> <p>DRPT Cost \$ 3,400,000.00</p>	1	7,720,220.00	3,052,180.00	11			
	2	879,780.00	347,820.00	12			
	3			13			
	4			14			
	5			15			
	6			16			
	7			17			
	8			18			
	9			19			
	10			20			

D. Additional Demand Estimate		Year	Railcars	Passengers	Year	Railcars	Passengers
<p>* Please read below before filling out "Additional Demand Estimate". Enter the estimated increase in demand for railcars/passengers in the corresponding year. NOT NECESSARY TO FILL OUT THE DEMAND FOR ALL YEARS, BUT A MINIMUM OF 15 YEARS IS REQUIRED. If demand is expected to increase after 2031, please enter the estimated growth rate of demand after 2031 in the box below.</p> <p>Growth Rate </p> <p>Total Railcars 3,520,200</p> <p>Total Passengers 0</p>	Opening Year	2011			2021	243,100	
	<p>Baseline</p> <p>2009 179,950 0</p>	2011	192,580		2024	243,100	
		2012	205,210		2025	243,100	
		2013	217,840		2026		
		2014	230,470		2027		
		2015	243,100		2028		
		2016	243,100		2029		
		2017	243,100		2030		
		2018	243,100		2031		
		2019	243,100		2032		
2020		243,100		2033			

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

**Norfolk Portsmouth
Belt Line Railroad**

Detailed Project Budget Summary

Scope of Work	Amount
Property Acquisition	\$ 5,200,000
Design Engineering	\$ 400,000
Construction/Construct Mgmt	<u>\$ 3,000,000</u>
Total Project Budget	\$ 8,600,000

**Norfolk Portsmouth
Belt Line Railroad**

Detailed Project Schedule

<u>Scope of Work</u>	<u>Milestone Date</u>
Phase I Environmental Site Assessment	Completed April, 2005
Environmental Impact Report	Completed August, 2008
Property Acquisition	April, 2010
Design Award	April, 2010
Design Complete	September, 2010
Construction Award	October, 2010
Construction Complete	October, 2011

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

Certification of Match

The Virginia Port Authority (VPA) has applied to the Commonwealth of Virginia for Department of Rail and Public Transportation Rail Enhancement Funds in the amount of \$2,450,000 to assist in funding the **Newport News Warehouse D Rail Addition and Modification**. The percentage of Rail Enhancement Funding requested is 69% of the estimated cost to reach \$3,550,000.

As an attachment to the funding application, this document certifies that VPA will provide a 31% funding match in the amount of \$1,100,000 from revenue generated from Virginia International Terminals (VIT) terminal operations (as opposed to Commonwealth Port Funds provided by the Commonwealth of Virginia), which constitutes the remaining balance of the estimated cost.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

Certification of Additive Investment

This certifies that the Commonwealth of Virginia Rail Enhancement Funds requested in this application will add significant capital improvements to the state's rail infrastructure, and result in public benefits to the Commonwealth that are greater than the actual amount of public funds invested.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

Rail Enhancement Fund
Project Application Form
Norfolk Portsmouth Beltline Railroad Yard Reconstruction

8 December 2009

Statement from the Applicant

SWAM Participation Goals to be Achieved by the Project

This is to certify that the Virginia Port Authority will work to achieve the Small, Women-owned, and Minority-owned (SWAM) participation goals in the project for which these Rail Enhancement Funds are requested, as directed by Executive Order 33 (2006) from the Governor of the Commonwealth of Virginia.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

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Acknowledgement of Commonwealth Public Interest

This statement from the Virginia Port Authority acknowledges that the Commonwealth of Virginia will have a public interest in the facilities, materials, equipment, and improvements funded or impacted by this project.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority